



Minnesota Transportation Museum

MINNEGAZETTE

September/October 1984

About the Cover

It appears that MTM's Northern Pacific steam engine No. 328 and train is headed for its last run and a rendezvous with the St. Croix River. Didn't the engineer see the "Bridge Out" sign? Can he stop the fully-loaded 7-car passenger train in time?

This "cliff-hanger" took place on May 19 during MTM's all-day round trip steam train special to Hudson, Wisconsin. This photo was snapped by Lee Ann Linn, a bridgetender for the Chicago and North Western Railroad, who was working the Hudson Bridge that day. The 328 crew needed room to turn the train around at Hudson and asked Lee Ann for permission to go part way onto the bridge.

The original Hudson railroad bridge was built in 1881 and rebuilt in 1913. It is thought to be the first Omaha Bridge built over the St. Croix River. Total length of the bridge is 559 ft, 7 in.

The westbound red signal that 328 "ran" is located at milepost 19, just west of the Hudson Depot.



Membership Meeting Sept. 25

The next general membership meeting is at 7:30 p.m. on Tuesday, September 25 at the Northwestern National Life Insurance Co. at Nicollet Mall and Washington in downtown Minneapolis. See you there!

Calendar of Events

Sept 21-25: Association of Railway Museums (ARM) Convention, hosted by the Ontario Electric Railway Association of Toronto, Ontario, Canada.

Sept 25: General membership meeting, Northwestern National Life Ins. Co., Minneapolis.

Sept 29: Carleton College football special to Northfield; 328 steam train.

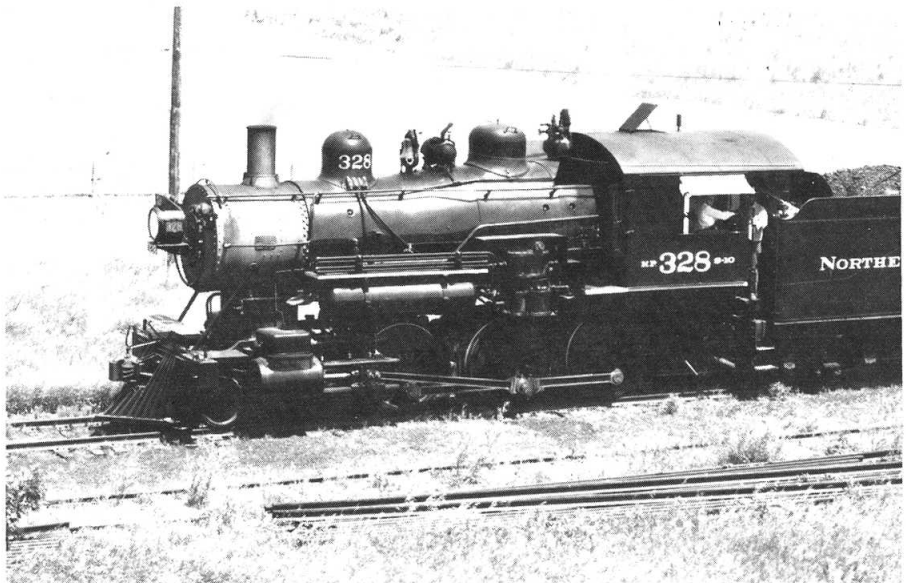
Oct. 13/14: Stillwater, 328 steam train.

Oct. 20: Special trip to Hudson, Wisconsin, 328 steam train.

Oct. 26: "Put the Train Away Special" to Arden Hills, 328 steam train.

Nov. 2-4: Tourist Railway Association, Inc. (TRAIN) Convention, hosted by the Valley Railroad Company of Essex, Connecticut.

Nov. 27: Annual meeting and election of officers for 1985, Burlington Northern auditorium, St. Paul.



NP 328 at Summit Siding on MTM's Stillwater Branch Line Railroad during "Lumberjack Days" on July 14 and 15. Photo by Aaron Isaacs.

Where's the Picnic?

We're sure you've heard "Where's the beef?" often enough. MTM members have been hearing "Where's the picnic?" all summer.

For the last several years, MTM has hosted a big picnic for its members at the Lake Harriet car barn as a reward to its members for a job well done during the past season. As MTM's railroad operations have increased, support has grown for an annual railroad site picnic also.

Members decided to hold a picnic at each site this year—a railroad picnic at New Brighton on Aug. 18 and a streetcar picnic at Lake Harriet on Sept. 16. Both were cancelled.

First, the railroad picnic was switched from Aug. 18 to Aug. 25,

then to Sept. 9. Second, due to the anticipated mess in the car barn area in preparation for construction of the third car barn the week of Sept. 16, the streetcar picnic was called off.

The MTM board then declared that there will be only one "official" picnic each year, to insure a gathering of all members. The site will alternate each year with the current year designated to be the railroad site. The 1984 picnic then was scheduled to be held at New Brighton on Sept. 9, complete with free steam train rides and guest operating privileges for members.

The 1985 MTM picnic will be held once again at Lake Harriet—we think.



Published bi-monthly for members in good standing of the Minnesota Transportation Museum, Inc.

Articles and photos of museum interest are always welcome and will be returned upon request.

Please address all communications to the editor,

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Third Como-Harriet Car barn Construction Begins

After two years of planning and proposals for additional storage facilities at Lake Harriet, a contract has been signed with Metro Metals, Inc. of Minneapolis to construct a 14-ft wide by 60-ft long by 13-ft 6-in. high addition (see artist sketch) to the maintenance car barn. This addition, plus drainage facilities and a concrete pad between the original car barn and the addition, will cost \$29,900.

As shown in the sketch, the addition will straddle the mainline track from the ready car barn. One end of the addition will have a pair of swinging doors measuring 13-ft, 4-in. wide by 13-ft, 6-in. high while the other end will have a set of bi-fold doors measuring 14-ft wide by 13-ft, 6-in. high. A 3-ft wide by 7-ft high service door already has been installed in the common wall between the maintenance car barn and the addition.

The addition will serve as the new ready barn and allow the museum to place its 1893 LaCleda-built Duluth Street Railway car body No. 78 and the single truck (Brill 21E with 9-ft wheelbase) under cover and permit restoration work to begin. That is the good news.

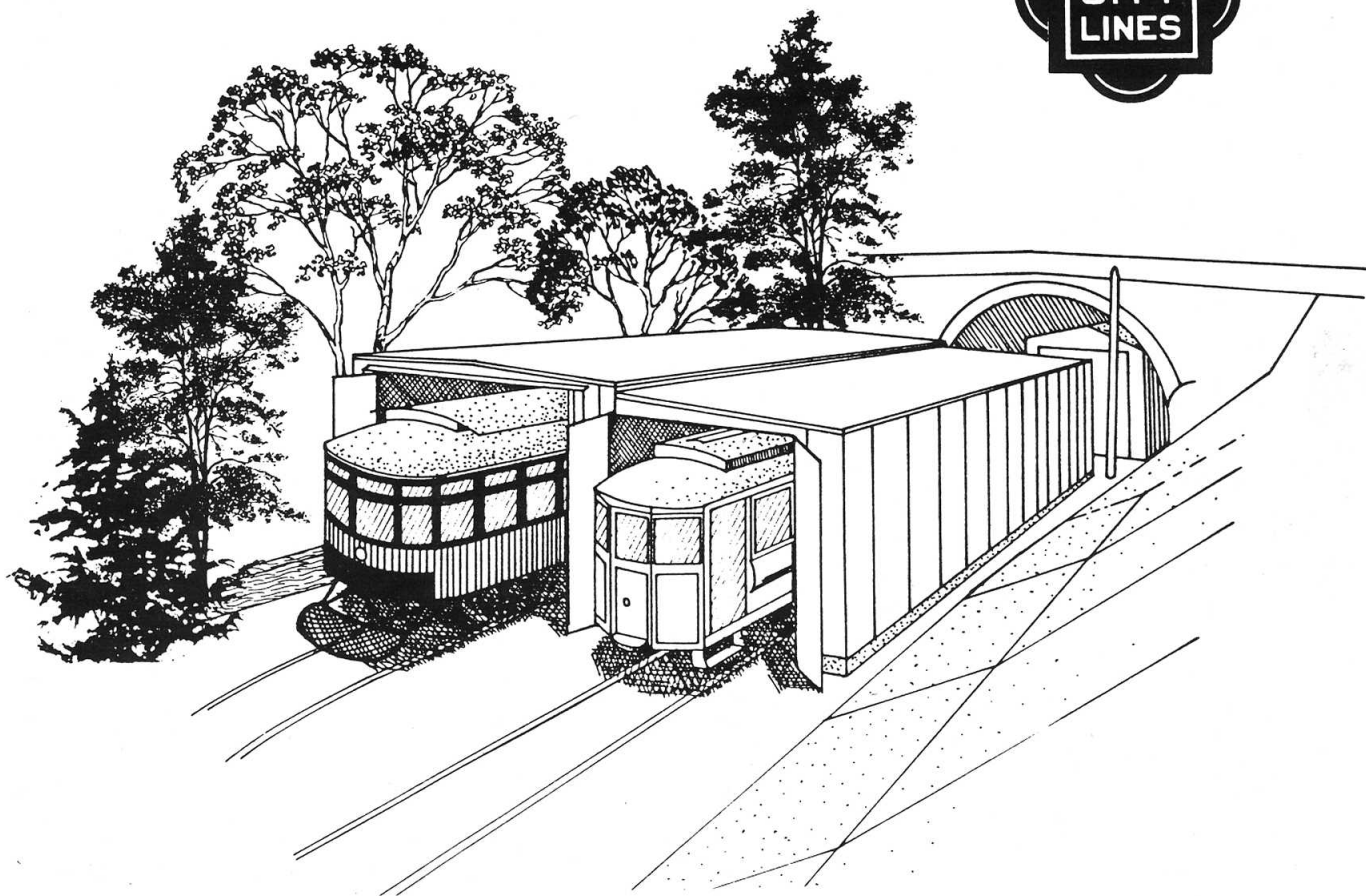
The bad news is that we must raise \$9,000 from members and other friends of the museum to keep the Traction Division financially sound.

Enclosed with this issue of the **Minnegazette** is a one-page flyer soliciting your generous donation to this barn raising. We have over 700 members and if each member donated \$10, we would be within shouting distance of our goal. We know that all members will not donate so those of us who can should give generously. Yes, your donation is tax-deductible on both state and federal income taxes.

To allow adequate time for construction of the car barn before the onslaught of winter, streetcar operations at Lake Harriet will shut down after the last run on Sunday, September 16. We will then remove the overhead wire in the construction area to allow the work to begin. Construction is expected to take about eight weeks.

This project is a challenge to the museum but you, the members, have come through before.

Respectfully,
George K. Isaacs
Roadmaster and
Chief Tin Cup Shaker,
Como-Harriet Streetcar Line



An artist's sketch shows what the Linden Hills car barn area will look like after the construction of the car barn addition. The original car barn, built by members in 1970-71, is in the background, under the Linden Hills Bridge. The maintenance barn, built in 1979, is on the left, foreground,

showing streetcar 1300 part way out of the barn. The addition to the maintenance car barn shows 1893 DSR single-truck car 78 peeking out. Unfortunately, the restoration of 78 will take much longer than the construction of the car barn addition.

Stillwater Site Progressing

I have recently accepted the position of Site Manager at the Stillwater Branch Line Railroad site. Through the committee and MTM board of directors, I hope to initiate positive development of the site with the City of Stillwater and local communities along the line. Many positive and promising projects have already begun and the site appears to be off to a good start.

I would like to update you on the current status and progress of MTM's Stillwater Railroad site. We have had a good first spring and summer season so far, with much progress being made on several important problems and challenges.

The line is now in operating capacity all the way from the beginning near downtown Stillwater (at the division point with the Burlington Northern) to the end (slightly past the former crossing of the Soo Line Railroad). Thanks to the efforts of our track crews, two breaks in the track were repaired and many ties replaced. These devoted and enthusiastic workers deserve a sincere thanks for the effort and cooperation they have given to the progress of the line.

The Lumberjack Days festival (July 13-15) and the following weekend (July 21/22) went well and were the first formal operations of the 328 and train on the entire Stillwater line. The few snags that occurred were outweighed by the excellent ridership and compliments on the mail catch and other operations. All trains on Saturday and Sunday during Lumberjack Days were sold out with passengers sitting three to a seat in many cases just so they could get on the train.

MTM gave riders a chance to see the experience of mail "caught on the fly." On several runs, the train stopped at the mail arm, set up by the golf course crossing about four miles from the boarding point in Stillwater. Passengers were then given the opportunity to get off the train to watch the catch. The train would back up, out of sight, around the curve, then come roaring back (at 20 mph) and snare the pouch to the delight of the passengers and photographers. It was a great experience for the riders and added to the enjoyment of the ride. The train then reboarded its passengers and went further out on the line

and then back to Stillwater. The site promises to be well accepted for future Lumberjack Days operations

The rest of the summer and fall looks like we will continue with tie replacement and brush cutting projects and investigate other possibilities. For the first year of formal MTM ownership, the line has come a long way, thanks to the monumental efforts of several MTM members. Without their talent and effort the line would probably be several years away from any operations.

I would like to conclude by giving a special note of thanks to one member who has gone out of his way many times and virtually built the foundation with the City of Stillwater and Washington County. **Bill Campion** deserves a sincere thank you for his efforts as the past site manager and chairman. He did an outstanding job of helping us to become known to the communities along the line. Thanks Bill!

If you have questions concerning the line, please drop me a letter anytime. I would like to invite members to come out and walk the line or come out and see us on Saturdays if you have

questions or interest in the line. I do request that any operation of rail vehicles on the property be directed to myself. We *must* be made aware of where everyone is at all times to avoid safety hazards. We do welcome use of the line if proper permission is given.

The Stillwater Site is good potential and I believe that we have a very good opportunity to make it a valuable asset to the Minnesota Transportation Museum.

Tom Dethmers
Site Manager,
Stillwater Branch Line Railroad



The 328 steam train rounded a curve as it approached McKusick Rd. and the golf course crossing in Stillwater during "Lumberjack Days" on July 14 and 15. This was MTM's first passenger operations on the museum's own 6-mile railroad line since Burlington Northern donated the abandoned trackage last year. As seen in the picture, it passes through some beautiful countryside. Photo by Aaron Isaacs.

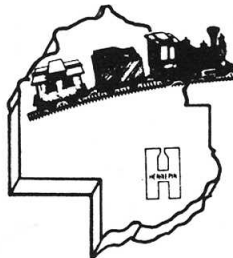
Hennepin County Tours Light Rail Cities

A group of consultants from the Hennepin County Regional Rail Authority and other county officials toured three cities in August and examined their new light rail transit (LRT) systems. The 35-member group rode LRV's in Calgary and Edmonton, Alberta and looked at the system under construction in Portland, Oregon, which is due to begin operation on a 15-mile line in mid-1986.

The Regional Rail Authority completed purchase last year of the 23-mile Chicago and North Western Railroad right-of-way (known as the Southwest Corridor) from downtown Minneapolis, through Hopkins and Minnetonka to Victoria in Carver County for a high-speed transit route. Light rail has been mentioned most often as the "vehicle" to serve the route. Other prominent LRT corridors in the Twin City area at present are the University Av. interurban between the St. Paul and Minneapolis downtowns and Hiawatha Av. between downtown Minneapolis and Met Stadium in Bloomington that includes a stop at MSP International Airport.

The group was impressed with the light rail systems in all three cities, particularly with the speed, quietness and cleanliness of the LRV's. Even some light rail skeptics admitted to liking what they saw. Ridership totals are ahead of projections and local officials are planning expansions of the systems.

The reality of light rail in the Twin Cities, at least in the immediate future, will come to a head by the end of the year. The Met Council will recommend whether or not to construct light rail lines and to tap diminishing federal transit funds to help pay the capital costs. Governor Rudy Perpich has promised to push the 1985 state legislature for light rail when the body convenes in January.



In the meantime, Twin Citians will get a first-hand look at a light rail vehicle on Sept. 15 and 16. An 89-foot-long articulated LRV, enroute to Portland, Oregon, will make a stop in the Twin Cities aboard a railroad flat car. The display site tentatively is on Milwaukee Road trackage near the Metrodome, trackage that could become the Hiawatha Av. LRT line.

It would have been nice to run the LRV on the Como-Harriet Streetcar Line but it was never considered. The logistics of merely putting the LRV on the line (the articulated car would have to be separated), equipping it with a trolley wheel instead of a pantograph, and the condition of the hand-laid track, not to mention the cost (who would pay for it?) doomed that idea from the start.

At any rate, light rail backers have to be pleased with recent events; the purchase of a transit corridor, positive results from LRT visits and a groundswell of general support from officials who are beginning to realize that the answer to mass transit problems in large cities is LRT. Stay tuned.



Three articulated LRV's, coupled together to form a train, glided silently through the streets of downtown Calgary impressing the Hennepin County delegation who visited and rode the LRT system in August. Only one motorman was needed for the train which, in this configuration, can

carry from 225 passengers (sitting) to a whopping 750 (sitting and standing). An honor fare system eliminates the need for a conductor. The German-built LRV's can be operated as single units as well. Photo by Bob Darr.

Railroad Lore Lives in Bandana Square

The Como Shops are gone but not forgotten. The grand old 1880s brick buildings that used to house Northern Pacific's many steam engines are still around but they have taken on a new look. Many buildings were saved when Burlington Northern Railroad vacated its 100-year-old Como Shops complex two years ago.

The buildings have since been transformed into a shopping/office/restaurant complex called **Bandana Square**, so-named because of the neckerchiefs once worn by steam locomotive engineers. Bandana Square, developed by the Amherst H. Wilder Corporation, makes up just part of a vast redevelopment area called Energy Park that lies south of Como Av. mainly between Snelling Av. and Lexington Pkwy. in St. Paul.

An unmarked 0-8-0 steam engine, tender and C&NW baggage car with a clerestory roof stands guard on the south side of Bandana Square on east-west trackage that eventually will be

part of a 1.7-mile trolley line to Como Park. The trolley line is designed to run east to Lexington, then north, under the BN railroad bridge, into Como Park.

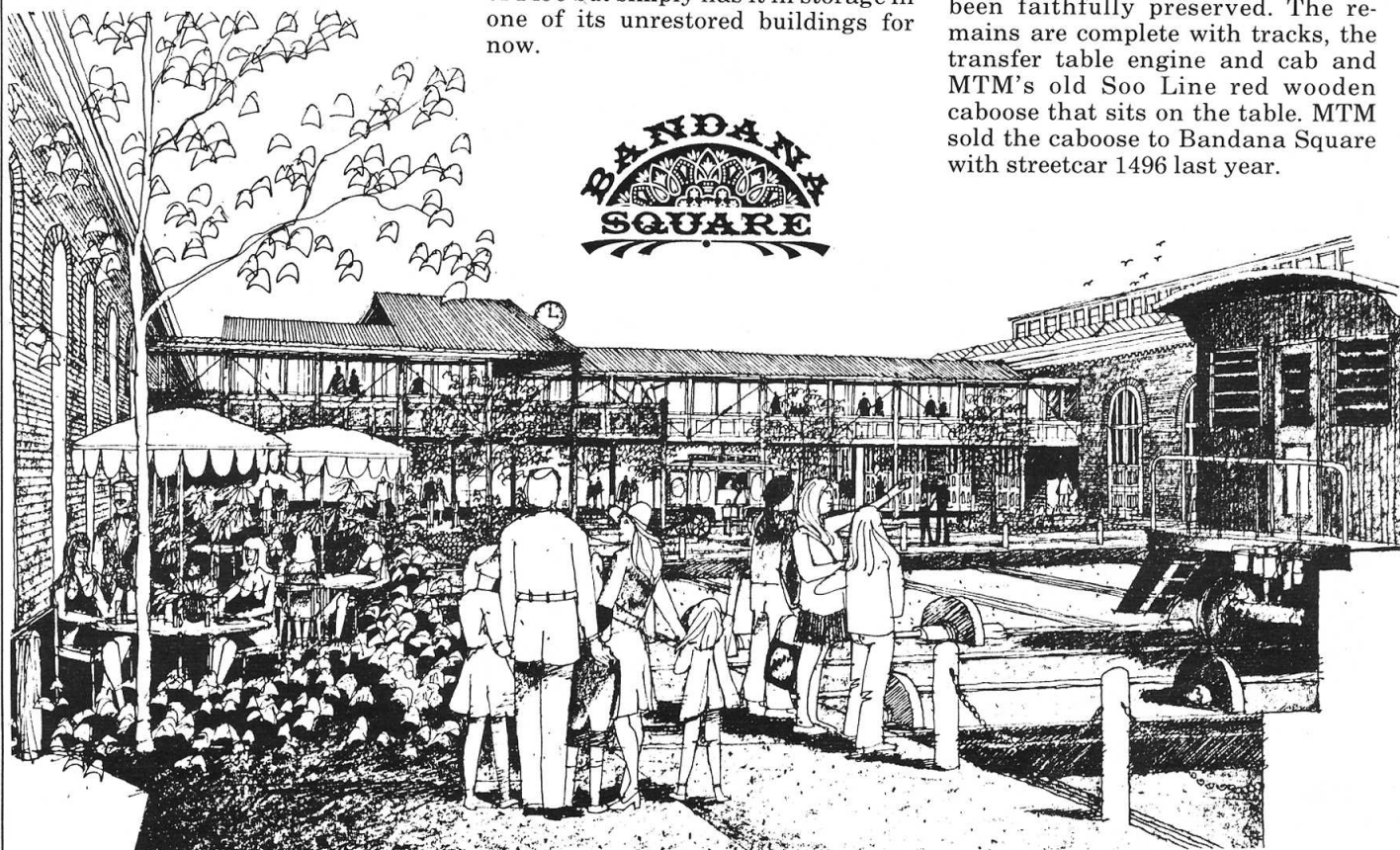
Two years ago the trolley line was announced to be a narrow-gauge operation, using Lisbon, Portugal trams identical to those used in Depot Square in Duluth. The trams would come from Aspen, Colorado where they were to operate, but put up for sale instead. There has been no word since then on the purchase or even if the trams are still available.

Since that announcement, however, Bandana Square has purchased ex-Twin City Rapid Transit steel-sided, standard-gauge streetcar No. 1496 (the former "trolley church") from MTM. The museum declared the old car surplus last year due to its need of extensive restoration and lack of interest among members to restore it. Bandana Square has not announced any plans on the future use or display of 1496 but simply has it in storage in one of its unrestored buildings for now.

On the north side of Bandana Square sits Northern Pacific F-unit diesel locomotive No. 6000. In between the two locomotives lie two of the four old BN buildings. The buildings are being renovated one by one. The first one, called "Bandana Square East" and located in the southeast corner of the complex, is the largest of the four buildings and is nearly renovated. It is the only one open to the public.

The next largest building, still separated by the remains of a transfer table, lies to the west and is called, suitably, "Bandana Square West." It has just been gutted out and, like Bandana Square East, will contain shops and restaurants. Currently the building is the home of ex-TCRT streetcar 1496. The two smaller buildings to the north will house a health/recreation club and dinner/theatre.

Most of the transfer table that used to run between the "East" and "West" buildings has been filled in but for a small section in the middle that has been faithfully preserved. The remains are complete with tracks, the transfer table engine and cab and MTM's old Soo Line red wooden caboose that sits on the table. MTM sold the caboose to Bandana Square with streetcar 1496 last year.



An artist's rendering of a portion of Bandana Square looking north from between Bandana Square West (the building on the left) and Bandana Square East. The renovation of the east building is virtually complete. The remains

of the transfer table with the old Soo Line caboose (formerly owned by MTM) is at the right. A skyway will connect the two buildings.

Bandana Square East still has its large round-top doors that used to swing open to the locomotives but now are permanently sealed. Redwood strips, separated by stone aggregate, run out from the sealed doors as simulated rails. Inside the building, the rails are real. Almost the entire concrete ground floor is crossed by the heavy steel rails. However, the flanges have been filled in with cement to minimize tripping.

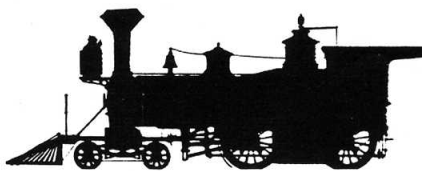
In the center of the building is a recent vintage steel-sided green BN caboose, No. 11465, used as a kitchen for an adjacent restaurant. Surrounding the caboose is a selection of shops, businesses and dining spots. One of the shops is a bookstore that specializes in the sale of railroad books, including *The Electric Railways of Minnesota*, written by MTM member **Russell L. Olson**.

Large metal wall signs display numerous railroad logos in the atrium area along with many turn-of-the-century railroad photographs, including some of local railroad magnate, James J. Hill.

A second floor was built into the cavernous building that, when finished, will hold more shops. Anchored in the northeast corner of the second floor is the new home of the **Twin City Model Railroad Club**, the group that was a fixture at the old St. Paul Union Depot for 42 years. Through the glass doors and windows, one can see that the club is not yet ready to show off its exhibits, but construction of the large display in the 3,416 sq ft area is well underway. The group hopes to have at least one loop running by the end of the year.

Back outside, one can wander to the spot where MTM members worked on NP engine 328 and Duluth streetcar 265 and other equipment from 1973 to 1982 when Burlington Northern graciously granted the museum free use of a long 3-track wooden building for restoration purposes. After MTM was evicted in August 1982, the building was dismantled with several massive timbers saved for use elsewhere in the decor of Bandana Square. The site now serves as a neatly-blacktopped overflow parking lot for Bandana Square East.

If you never roamed around NP's Como Shops in its heyday, do so now. With a little imagination, you can picture the beehive of activity that used to take place as you walk through Bandana Square.



BANDANA SQUARE AT ENERGY PARK

Ladies Night on Como-Harriet

MTM reached another milestone on Monday evening, August 13 when the Como-Harriet Streetcar Line was operated by an all-female crew for the first time. The 3-member crew of **Patricia Campion, Lorraine Nilsen and Kathy Prestholdt** shuttled 178 passengers aboard streetcar 1300 between Lake Harriet and Lake Calhoun on a beautiful summer evening.

Traffic problems in the area were

compounded that evening when the Minneapolis Park Board closed W. Lake Harriet Pkwy. south of 42nd St. for resurfacing. That sent all traffic up the hill and over our tracks that cross 42nd St. But the crew was more than equal to the task and ran a smooth operation. Two pictures of this "first" appeared in the Aug. 14 St. *Paul Dispatch* and *Pioneer Press*. Thanks for a job well done, ladies!



Lorraine Nilsen, Kathy Prestholdt and Pat Campion (l. to r.) assembled in front of streetcar 1300 on Aug. 13 prior to operation of the streetcar line by MTM's first all-female crew. Photo by John Prestholdt.

More Familiar Minnegazette Look Returns

Did the last issue of the **Minnegazette** look a little different to you? Normally this magazine is typeset in an easy-to-read **Schoolbook** type style. Our typesetters inadvertently typeset the last issue in an **English (Times Roman) Book** type style, a nice-looking but harder-to-read font.

To save time and money, we used the copy rather than have it retypeset. For the present, we plan no changes for the look of the **Minnegazette**. But that doesn't mean you won't find surprises from time to time when you open your **Minnegazette** envelope.

MTC Abandons North Side Carbarn

A little bit more of Twin City Rapid Transit Co. streetcar history disappeared in July when the Metropolitan Transit Commission (MTC) abandoned the old streetcar barn on Washington Av. N. between 25th and 26th Aves. N. in Minneapolis. The MTC built a new bus garage and 5-story office building at 7th St. and 6th Av. N. on the edge of downtown Minneapolis. About 300 buses were moved from the North Side Station to the new building.

TCRT built the North Side carbarn in 1914 to relieve the operating load on Lake Street Station at 22nd and Lake in south Minneapolis. North Side Station opened October 25, 1914 with all of its streetcars transferred from Lake Street Station. In 1932 the capacity of North Side Station was listed at 148 streetcars with 36 in the carhouse and 112 in the yard.

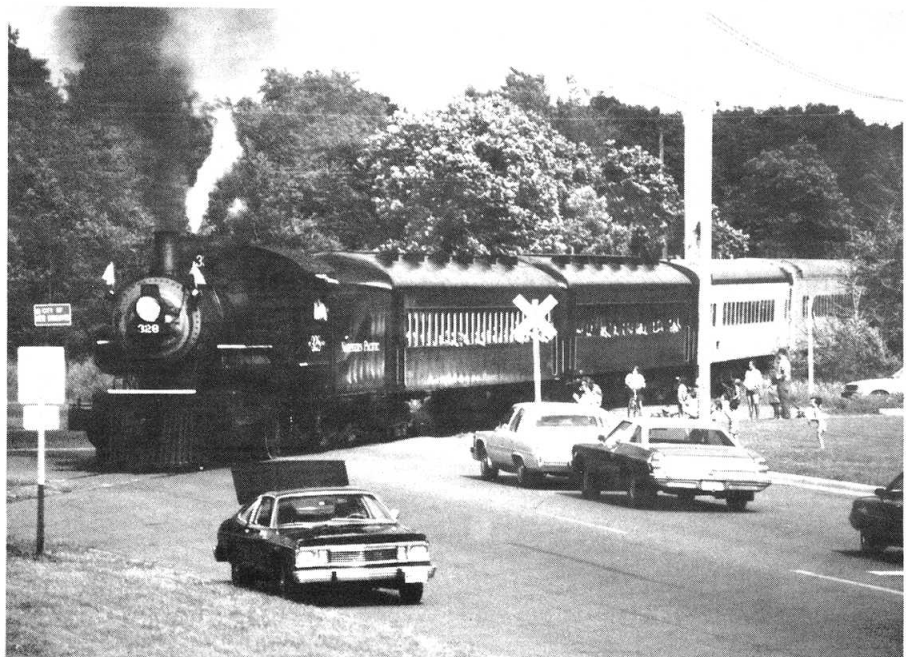
During most of its streetcar life, North Side Station was the home base for the **CHICAGO-PENN.**, **CHICAGO-FREMONT** and **BROADWAY** streetcar lines and partial service for the **28TH AV. S.-ROBBINSDALE** and **34TH AV. S.-N. BRYANT** lines as well as for some interurban **TO MINNEAPOLIS** and **TO ST. PAUL** rush hour extras.

The last streetcars operated out of North Side Station on July 10, 1953 when the **CHICAGO-PENN-FREMONT** line was abandoned. It was then rebuilt into a bus garage.

MTC officials said that the building probably will be demolished and the property sold. That still leaves the MTC operating out of two former streetcar barns: Nicollet Station in Minneapolis and Snelling Station in St. Paul, both of which were also streetcar construction shops (cars 1300 and 265 were both built at Snelling).



MTM's 328 steam train passed between two lines of standing freight cars as it left Stillwater with another full load of passengers during operations for "Lumberjack Days" on July 14. Photo by Will Graham Jr.



The MTM 328 steam train drew many glances from waiting motorists as it crossed 69th Av. NE. in Fridley enroute to the New Brighton "Stockyard Days" celebration on June 22. Photo by Aaron Isaacs.

"1300" Destination Roll Signs

Have you ever wondered what other destinations are printed on car No. 1300's destination signs? We have and so has our riding public. Many of our riders have asked if a certain destination was listed on our signs and we really didn't know.

We cranked through one of the roll signs and jotted down the 30 destinations that 1300 served during her final years at East Mpls. Station (it operated out of other stations on other lines throughout its life). We should place this list aboard the car as a reference to its riders. The destinations (in order):

FAIR GROUNDS
CHARTERED
SPECIAL
NOT IN SERVICE
EAST MPLS. STATION
LOOP
COMO-HARRIET
COMO-HARRIET TO 50TH
COMO-HARRIET TO 54TH
COMO-HOPKINS
COMO TO MPLS. LOOP
COMO AVE. TO EUSTIS
OAK-HARRIET
OAK-XERXES
PLYMOUTH-E. 25TH-FORD PL.
PLYMOUTH-E. 25TH TO 45TH
PLYMOUTH-E. 25TH TO 41ST
E. 25TH STREET
BRYANT-JOHNSON
BRYANT TO 38TH
BRYANT TO 56TH
BRYANT TO 54TH-PENN
LYNDALE TO LAKE
GRAND-MONROE
NICOLLET TO 32ND
BLOOMINGTON-COL. HTS.
BLOOMINGTON-CENTRAL
CENTRAL TO 40TH
BLOOMINGTON TO LAKE
BLOOMINGTON TO 38TH
EAST MPLS. STATION
INTER CAMPUS SPECIAL



The 328 steam train at the Beaver Dam area west of Neal Av. during the Stillwater operations on July 14. Photo by Will Graham Jr.



"Tr 1," Stillwater & Summit local on a 1.9 percent grade east of Stone Bridge, a maximum snort! The 328 really worked pulling its three loaded passenger coaches out of Stillwater several times on July 14. Photo by Will Graham Jr.

From the MTA to Newark to TCRT

My July/August Minnegazette just arrived and I'm nowhere near finished with the May/June issue! I joined the MTM principally because of streetcars. Although I never knew the TCRT operation, there were streetcars in my youth, so I had always felt at least a mild regret that the TCRT system had been junked.

When I came to the Twin Cities 16 years ago, there were still some tracks in the streets, and an old CAR STOP sign on the eastbound side of Como Av. at Hamline. I was sorely tempted to take it, but an elderly woman in the area said "Please don't. It's one small reminder and I like it." Now, of course, the sign is gone. I don't have it.

The trolleys that impressed me at an early age were all PCC's. I grew up out east in the land of the subway train and commuter train, and always liked trains, but streetcars were new to me at age 15. The MTA system in Boston was my first big impression. At the time, the MTA had 344 PCC cars, all Pullman-Standard products. Most were single-end cars wired for multiple-unit operation and frequently run in trains of two or three cars.

Their one most unusual feature was a third wide folding door, located on the left side of every car. This was made necessary by the left side loading platforms in many underground stations which were built during an age of double-end cars. The cars were painted orange below the belt rail and cream-colored above, with silver roofs. Over half the fleet was styled like TCRT No. 299 (no standee windows). There were some all-electrics, similar to the rest of the TCRT fleet; some unusual "picture window" cars with standee windows like an all-electric but wide, sealed plate windows like the ones in main-line rail cars.

Also on the property were some double-end PCC's bought used from Texas. These were used on short shuttle runs, usually from the subway segment downtown to one of the surface portals where they would change ends on the first crossover above ground. As the 1960s wore on, more and more of these cars were effectively converted to single-end use. The MTA had no wyes, only loops.

There were six lines; five of which ran through the oldest subway in America. Four continued west and south in the streets, while the fifth,

the Highland Branch—America's newest trolley line in 1959—ran through the hearts of Newton and Brookline on a former railroad right-of-way.

The sixth line was in the southeastern part of the Boston area, physically separate from the rest of the car lines. Trolleys had to be moved on flatbed trucks between the main car line system and a heavy-rail rapid transit line which would then tow the cars back to their remote assignment. The entire MTA system was double-tracked; single track lines to me were a quaint thing of the past.

Shortly after discovering the MTA, I happened on the Newark City Subway. My parents were living in Jersey and, on a long trip home from school, I passed through the Newark train station and saw a sign reading, "TO CITY SUBWAY." I had no idea Newark even had a subway so I had to check it out. I was really surprised to find the PCC cars.

At the time they were painted in a rather austere grey and white scheme. They were so well kept that the Boston fleet seemed decidedly shabby after that. One strange quirk I remember from those Newark cars was the stop-light circuitry. While riding in the rear seat, you could faintly hear a

flashing mechanism go "clickit . . . clickit . . . clickit . . ." when the brakes were on. From the outside, the stop lights appeared to wink in unison when on, unlike the steady shining ones of every other thing on wheels.

I always thought of the Newark cars as just that: Newark cars. I vaguely knew that they were from Minneapolis, St. Paul, Indianapolis, St. Louis or somewhere. I never saw their predecessors; Newark was and is the last remnant of New Jersey's streetcar era. It was run by a statewide transportation company which had 1,500 buses and the 30 ex-TCRT cars. Funny how a company that was hog-wild over GM buses had the sense to save and refurbish one short stretch of irreplaceable right-of-way! There was occasional talk of scuttling that, too, but saner heads always prevailed.

The previous two paragraphs are probably no news to a lot of MTM members, but it was my experience on these two systems that caused me to really like the streetcars. It may seem strange in a way to mourn the demise, 30 years ago, of something I never really knew first hand. The May/June Minnegazette has kindled my interest in the old TCRT to a new high. For about the first week after I got it, I was frankly rather depressed.



TCRT PCC car 360, bearing the destination, St. Clair-Payne, in St. Paul in 1948. The car was sold to the Public Service of New Jersey and became their car No. 21 in 1953 where it operated in the Newark City Subway. Photo by Donald Ross.

How awful it must have been to be here in June 1954! How terribly sad to see those old cars being scavenged by the railfans, knowing that what was left behind was doomed. I can imagine how poor old D. J. Strouse (TCRT president from 1936-1950) felt, watching those greedy vandals (Ossanna and Green, not the rail fans) wreck his life's work.

A couple of weeks after I got that May/June issue, I finally opened up my coffers and forked over the price of **Russell L. Olson's** masterpiece (*The Electric Railways of Minnesota*). I only regret buying it off the counter and not through MTM (\$29.95 plus tax vs \$23.80 including tax).

Wow, what a great book! After poring over the track maps, I spent most of July 3 exploring the old Como-Harriet right-of-way from 31st and Irving to 44th and Brookside. On July 5, I bicycled from Eustis to downtown St. Paul, and scoured Como Park for right-of-way remnants. And finally—my biggest “find”—after about a month of poking and prowling around the St. Paul campus area, I discovered the University Grove right-of-way. In the area I found two small track spikes.

In an unrelated, but very happy coincidence, a friend of mine who works in a junk yard gave me an old destination roll sign. It predates the present number-letter route designation. What was on the bottom roller was lost to rot but the top portion of the sign is in pretty good shape. The destinations are:

**FRANKLIN-LYNDALE
FRANKLIN-BRYANT
FRANKLIN-BRYANT-4ST
FRANKLIN-27
LOOP
TO ST. PAUL
TO MINNEAPOLIS
TO EXCELSIOR-TONKA
TO EXCELSIOR
TO GLEN LAKE
GLEN LAKE SAN.
HOPKINS
TO BROOKSIDE**

All of the printing is in plain block letters, white on black, with the exception of the word **LOOP**, the number **27** and a few of the S's which have old-fashioned serifs. **4ST** is not my typo; it appears just like that on the sign; it probably means “4th Street.” The sign came from a bus. I know that because that is where my friend got it—just before he and his coworkers junked the bus. I'm fairly certain it



A curved bench on the rear platform of Duluth car 265 permits extra passenger seating, a feature not implemented by TCRT on car 1300 or any other standard cars. The car is pictured approaching Lake Calhoun Station. Photo by Aaron Isaacs.

was one of Ossanna's GM's. I also note that **TO BROOKSIDE** was never included in any streetcar rollers. However, there are some seams in the sign which indicate it may have been altered after it was made. So I am led to wonder and speculate on the possibility that some of the PCC roll signs may have been removed from the PCC cars and altered for bus service. Was this possible? I also note that on the track map in ERM it was definitely possible to wye a car at 27th and Franklin.

I plan on keeping the sign for the time being, at least. However, when MTM gets PCC cars, I'd consider giving the sign to MTM for use in a PCC (assuming it would fit). We'd have **TO ST. PAUL, TO MINNEAPOLIS**, and we could be wistful about **TO BROOKSIDE**.

I've looked through the TCRT annual reports in the Minneapolis Public Library but didn't find anything significant that I didn't already know. But I was amused to note that the conservative design was illustrated with only occasional detailed drawing on the cover during the Strouse years, while after the conversion, the reports included a lot of cheap, amateurish sketches of buses. The same kinds of sketches appeared

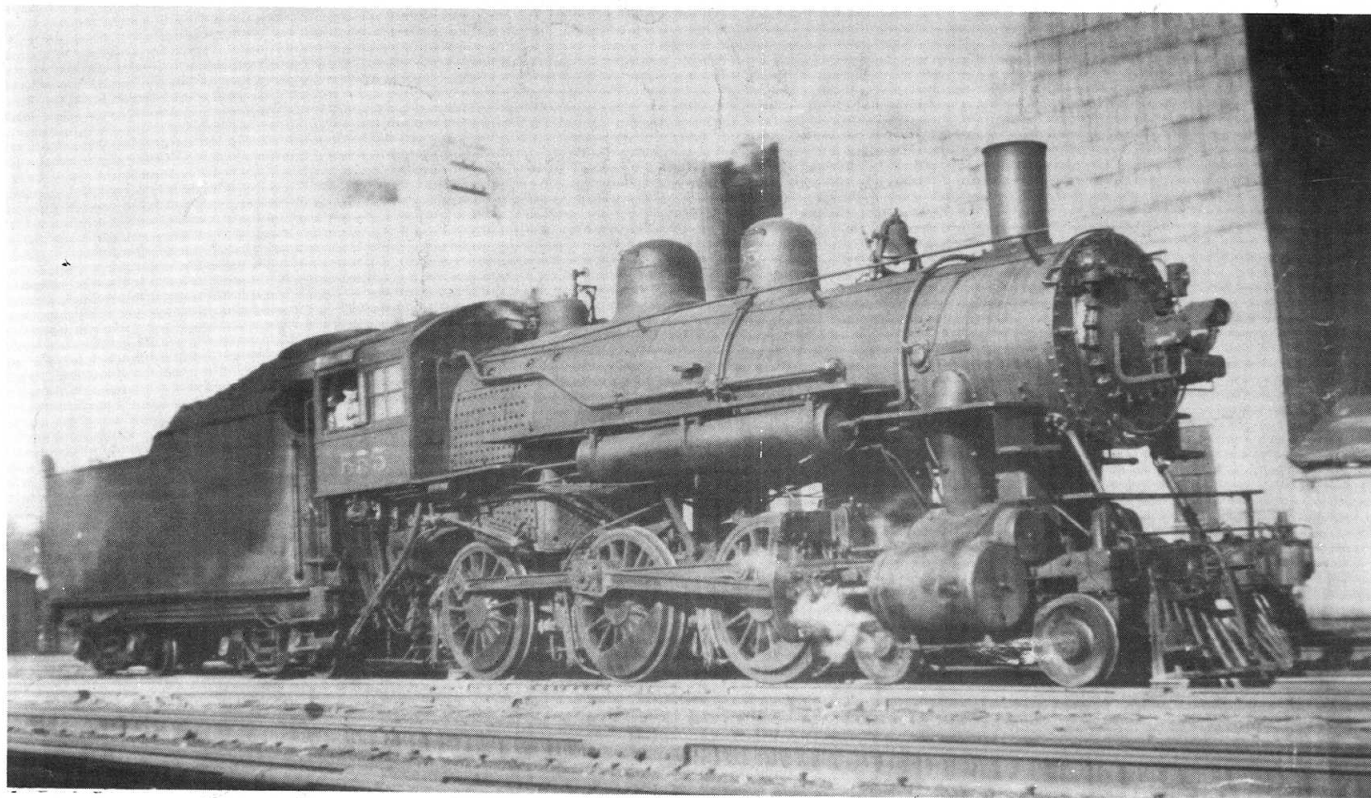
on Twin City Lines bus schedules too, at least in the late '60s.

Thanks to you, Mr. Rhodes, for all the work you do to put out a very interesting journal. Thanks to all who contribute(d) to the Minnegasette. Thanks especially to the old Minnesota Railfans Association and all its members who took all those photographs, so that a relative newcomer like me could more easily appreciate the old TCRT. And thanks especially to everyone who did what they could to save what they could. It's too bad that so much was thrown away in 1954 and that No. 1300 was the only car that survived, but thank God and everyone else that we've got that car.

May the new Regional Transit Board undo some of the damage done by Green and Ossanna.

Duncan Moffitt
Minneapolis





Chicago and North Western Railroad 4-6-0 steam engine No. 555 in Stacy, Minn. in June 1935. Photo courtesy of Gerald Ozga.

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